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Chicago Police Dept., "Facts"  
and Historical Data

(1956)

ILLINOIS HISTORICAL SURVEY





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**CHICAGO POLICE DEPARTMENT**

**"FACTS"  
AND  
HISTORICAL DATA**



**RICHARD J. DALEY  
MAYOR**

**TIMOTHY J. O'CONNOR  
COMMISSIONER OF POLICE**



## FORWARD

This booklet has been compiled by the Chicago Police Department for the information of the press, libraries, schools, civic organizations, public officials, patrolmen recruits as well as for the general information of all members of the Department. This is a book of present facts and historical milestones, showing the progress of the Chicago Police Department. Additional copies can be obtained from the Records and Communications Section, Room 601, 1121 South State Street, Chicago 5, Illinois.





## Recruit Qualifications and Promotions:

### Patrolmen Recruits:

All applicants are selected from an eligible list published by the Civil Service Commission as a result of competitive examinations.

### Promotions to Sergeant, Lieutenant, Captain:

On the basis of competitive Civil Service Examinations.

### Above the Rank of Captain:

On a merit basis at the discretion of the Commissioner of Police.

### Appointment to Detective Division:

Made on a merit basis at the discretion of the Commissioner of Police.

### Tours of Duty:

Three platoon system in general operation. Detective and Traffic Divisions varied to meet crime and traffic needs.

### Uniforms and Personal Equipment:

Purchased by each member of the force. Initial outlay for equipment \$350.00. Star, shield, baton and call box keys issued by Department. Inspection held daily by Lieutenant and seasonal by Uniform Division.

## Pensions:

Eligible for pension at end of 25 years, age 55. Automatic retirement at age 63. On retirement, approximately half of base salary is received, based on five highest pay years. With 25 years and age 55, 1% is added until a maximum of 58% is reached at age 63. Members contribute a percentage of basic salary to Pension Fund. Contribution to Pension Fund is also made by City. Service connected disability is under the direction of the Pension Board.

## City Statistics:

City Area (Square Miles)	221.37
Business Mileage (Lineal Mileage)	848.5
Res. Mileage (Lineal Mileage)	3,109.9
Street intersections	23,038

## Population and Manpower by Year:

Year	Population	*Manpower
1956 (est.)	4,000,000	**9,655
1950	3,620,962	7,694
1940	3,396,808	6,629
1930	3,376,438	6,719
1920	2,701,705	5,152
1897	1,698,000	3,551
1886	1,099,850	1,036
1878	503,185	403
1855	100,000	80
1840	4,470	4

\*Includes civilian employees.

\*\*802 seasonal employees (Crossing Guards and Engineers) included in 1956 total.

## Chart of Organization and Authority:

### Commissioner of Police:

The Commissioner of Police is appointed by the Mayor and is responsible for all functions in the Department.

### Aide to the Commissioner:

Reports directly to Commissioner. Is in command and responsible for activities of special investigations and police details assigned him by the Commissioner.

### Administrative Assistant:

Shall report directly to the Commissioner and is responsible for the administrative activities of the Commissioner's Office, including preparation and control of the budget and the issuance of departmental orders. Shall be the chief executive and in complete command of all personnel assigned to the office of the commissioner and his staff. He shall not exercise line command in the Department; this authority is reserved for the Commissioner of Police and to the Deputy to the Commissioner for Field Services.

### Department Inspector:

Shall report directly to Commissioner of Police. He shall be responsible for the inspection, direction and coordination of the activities of the Department.

### Public Relations:

### Deputy Commissioner for Field Forces:

Reports directly to Commissioner. Is the chief executive of and in command of and responsible for the direction and coordination of the following field services:

Uniform Division:

Labor Unit  
Six Divisions  
Thirty-Eight Police Districts

Detective Division:

D-1 15th District  
D-2 24th District  
D-3 32nd District  
Scientific Crime Detection Lab.  
Bureau of Identification  
Stolen Auto Section  
Confidence, Pickpocket, Store Sec.  
Robbery Unit  
Homicide Unit  
Narcotic and Sex Unit  
Correspondence Unit  
Missing Persons Unit  
Burglary Section  
Pawn Shop Unit  
Cartage Section  
Bomb and Arson Unit

Traffic Division:

Central Area Traffic  
Admin. Bld. 320 N. Clark St.  
South Area Traffic  
11th District Station  
Southwest Area Traffic  
15th District Station  
West Area Traffic  
25th District Station  
North-Northwest Area Traffic  
39th District Station  
Accident Investigation Bureau  
Accident Investigation Unit  
Hit and Run Unit  
Enforcement Bureau  
Solo Motorcycle Unit  
Enforcement Car Unit  
Vehicle Unit

P. & I. C. Bureau  
Loop Parking Unit  
Outlying Parking Unit  
3-Wheel Motorcycle Unit

Services Bureau  
Records Unit  
Analysis Unit  
Educational Unit  
Supply and Equipment Unit

Deputy Commissioner for Staff Services:

Reports directly to the Commissioner.  
Is chief executive of and in command  
of and responsible for the direction  
and coordination of the following  
Staff and Service divisions:

Records and Communications Section:

Records  
Communications  
Police Custodian

Personnel Division:

Security  
Human Relations  
Medical  
Operations  
Training  
Personnel Records  
Uniforms  
Special Police

Services and Supply:

Budget Control  
Building Maintenance  
Motor Vehicles  
Animal Shelter  
Garages  
Storeroom  
Gasoline and Oil

Crime Prevention Division:

Censor Unit  
Adult Unit  
Juvenile Unit  
Women's Units

Location of Police Personnel, Property and Equipment:

Commissioner's Office (Rm. 501) City Hall  
Police & Courts Building 1121 So. State St.  
Traffic Division 320 N. Clark St.  
Police Garage 7 E. 11th Street  
Auto Pound 3000 So. California Avenue  
Auto Pound 3400 So. Ridgeway Avenue  
Loop Auto Pound 11 W. Wacker Drive  
Animal Shelter 3400 So. Lawndale Avenue  
Warehouse 3150 S. Sacramento Avenue  
Police Ben. Assn. (Rm. 1300) 1121 So. State  
Chgo. Ptlmn. Assn. (Rm. 1704) 203 N. Wabash

Police Divisions and Districts:

1st Division Headquarters

Hyde Park Station, 5233 Lake Park Avenue

District	Location
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- |                   |                        |
|-------------------|------------------------|
| 1. Central.....   | 1121 So. State Street  |
| 2. Prairie.....   | 300 E. 29th Street     |
| 5. Wabash.....    | 4802 So. Wabash Avenue |
| 6. Hyde Park..... | 5233 Lake Park Avenue  |
| 7. Woodlawn.....  | 6344 Harper Avenue     |

2nd Division Headquarters

Burnside Station, 9059 Cottage Grove Avenue

- |                         |                           |
|-------------------------|---------------------------|
| 8. South Chicago.....   | 2938 East 89th Street     |
| 9. East Side.....       | 10120 Ewing Avenue        |
| 10. Grand Crossing..... | 834 East 75th Street      |
| 11. Burnside.....       | 9059 Cottage Grove Avenue |
| 12. Kensington.....     | 200 East 115th Street     |
| 13. Morgan Park.....    | 1830 West Monterey        |

### 3rd Division Headquarters

Chicago Lawn, 3515 West 63rd Street

14. Gresham.....8501 South Green Street
15. Englewood.....6100 South Racine Avenue
16. Chicago Lawn.....3515 West 63rd Street
17. New City.....1700 West 47th Street
18. Stock Yards...4736 South Halsted Street
19. Deering.....3501 Lowe Avenue
20. Brighton Park..3900 So. California Ave.

### 4th Division Headquarters

Marquette, 2259 South Damen Avenue

22. Maxwell.....943 Maxwell Street
23. Marquette.....2259 South Damen Avenue
24. Lawndale.....2656 South Lawndale Avenue
25. Fillmore.....4001 Fillmore Street
26. Monroe.....100 South Racine Avenue
27. Warren.....2433 Warren Avenue
28. Austin.....5327 West Chicago Avenue

### 5th Division Headquarters

Shakespeare, 2138 North California Avenue

29. West Chicago....731 North Racine Avenue
30. West North.....2256 West North Avenue
31. Cragin.....4905 West Grand Avenue
32. Shakespeare....2138 No. California Av.
33. Irving Park.....5430 Gale Avenue
34. Albany Park.....4461 North Pulaski Road

### 6th Division Headquarters

North Damen, 3801 North Damen Avenue

35. East Chicago....113 West Chicago Avenue
36. Hudson.....1501 Hudson Avenue
37. Sheffield.....2742 Sheffield Avenue
38. Town Hall.....3600 North Halsted Street
39. North Damen....3801 North Damen Avenue
40. Summerdale.....1940 Foster Avenue
41. Rogers Park.....7075 North Clark Street

## Departmental Vehicle Equipment:

Sergeants Coupes (Districts)	38
Squad Cars (Districts)	121
Squad Cars (Detective Bureau)	75
Squad Cars (Traffic)	117
Squad Cars (Mobile Crime Lab.)	2
Panel Trucks (Mobile Crime Lab.)	1
Squad Cars (Towing Section)	3
Squad Cars (Stolen Auto Section)	19
Squad Cars (Crime Prevention Div.)	10
Squad Car (Sanitation)	1
Squadrols	66
Pickup Patrols	8
Motorcycles (Solo)	100
Three Wheeled Motorcycles (District)	216
Three Wheeled Motorcycles (Traffic)	109
Animal Trucks (Animal Pound)	8
Radio Service Cars	8
Supply Trucks	3
Tow Truck	1
Mail Cars	8
Light Trucks (For Emergencies)	2
Total Vehicles	916

Departmental Strength and Salary Scale:  
Effective July 1, 1956.

1	Commissioner of Police		\$18,500
2	Deputy to Commissioner		11,850
1	Chief of Uniform Division		11,052
2	Dep. Chief Uniform Div.		9,324
1	Chief of Detectives		11,052
2	Dep. Chief of Detectives		9,324
1	Chief of Traffic		11,052
2	Dep. Chief of Traffic		9,324
4	Supervisors of Police Divs.		8,304
51	Captains		7,284
155	Lieutenants		6,006
570	Sergeants		5,526
7,568	Patrolmen	4,562 to	5,045
1	Director of Personnel		8,160
1	Department Inspector		8,160
1	Lieut. of Policewomen		6,006
1	Sergeant of Policewomen		5,526
73	Policewomen	4,562 to	5,045
39	Matrons	4,562 to	5,045
1	Chief Surgeon		7,404
10	Surgeons		4,562
2	Surgeons (Part Time)		2,209
1	Poundmaster		5,700
1	Asst. Poundmaster		5,328
15	Dogcatchers		4,562
8,506	Police Personnel		
347	Civilians		
*802	Crossing Guards and Engineers		
9,655	Total Personnel		

\*Crossing Guards and Station  
Engineers are Seasonal Employees.

# THE CHICAGO POLICE DEPARTMENT

## *HISTORICAL REVUE*

The years 1855 to 1955 represent "ONE HUNDRED YEARS OF PROGRESS" in the Chicago Police Department. It was on April 10, 1855, that the City Council, by ordinance, established the Chicago Police Department in its present form. This ordinance read in part.....

"Be it ordained by the Mayor and Aldermen of the City of Chicago, in common Council assembled:"

"Sec. 1. That there be, and hereby is established a police department for the city of Chicago, which shall consist of the city marshall, one captain of police, three or more lieutenants of police, three more 2nd lieutenants of police, three or more sergeants of police, police constables, and policemen of the city, who shall act, and be known as, police officers for said city."

In reality, the policing of the area that is now Chicago dates back to 1802. At that time it was decided that Captain John Whistler was to establish an army outpost, known to us as Fort Dearborn. By 1833, Chicago was incorporated as a town and the first published map showed the population as 1,800. On March 3, 1837, Chicago became a city, comprised of four wards and affording it protection were two constables known as the "City Watch". The first elected city mayor was William B. Ogden.

In 1855, when the Police Department was established by ordinance, the city

population had reached 100,000 and Chicago had already begun to show signs of becoming a great metropolis. The now famed Loop Area was bounded on the north and west by the Chicago River, on the south by Roosevelt Road and on the east by Lake Michigan. Railroad and local horse car transportation systems were being pointed to the central area. With the increase in size and population of the city, the police service grew in importance.

These were the days of the "Leather Badges" and "Creakers". In 1858, the leather badges gave way to a uniform consisting of a short blue frock coat, blue navy cap with gold band and plain brass star. The "Creaker" was a noise maker, used to call for assistance and was later replaced by the police whistle.

In 1861, the first Detective Force was established and the city was divided into Police Precincts.

The many turbulent days of Chicago's early history, were such as to constantly try the spirit and effectiveness of the Department. Such disturbances and disasters as the "Lager Beer Riots" in 1855, the great "Chicago Fire" of 1871 and the "Haymarket Riot" in 1886, failed to discourage the progress of the Department. Their determination to give the best possible service, with available manpower, brought many innovations of their own invention.

Military drill instructions for police officers were first given under the direction of General Superintendent of Police V. A. Seavey in 1878. In his Annual Report to the Mayor, Superintendent Seavey wrote "A praiseworthy degree of efficiency had been attained and the

appearance of details of platoons of men at processions or on public occasion is highly creditable and such as to elicit the praise of citizens".

The first experimental patrol wagon was put into service in July, 1881. Care was taken in its construction to make certain that it could be used as an ambulance as well as for transporting prisoners. This was also the year of the origination of a Police Patrol Signal Service. Booths were erected at vital points in the city. Officers and reputable citizens were given keys to the booths, which contained a telephone connected directly to the Stations. Even in this modern age, the patrol call box, with modifications, is a useful communication for members of the Foot Patrol Service.

Located in the heart of the Midwest, a crossroad between east and west and made up of friendly hospitable people, Chicago was being called the "Convention City" as early as 1883. With its rapid growth came the need for multiplying as many offices as possible on valuable ground in the Business Area. The first of many skyscrapers, comprising Chicago's now famous "Skyline" was erected during this period.

On April 30, 1885, the first matrons were assigned to precinct stations to facilitate the handling of female prisoners. The keeping of criminal records had become a vital part of police work and the Bureau of Identification of the Chicago Police Department was known to have the finest "Rogues Gallery" of any city in the United States.

On November 9, 1885, the City Council of the City of Chicago ordained that a

Lambert Tree and a Carter H. Harrison Gold Medal be awarded to men of the Police and Fire Departments who perform a distinguished act of bravery in the protection of life and property. Patrolman James Brennan of the Central Detail was awarded the Gold Medal for the year 1886.

By 1894, the population of the city had grown to 1,600,000. Annexations to the city had expanded the area to 186 square miles. In the Police Department changes were made in the uniform worn by officers, by which the various ranks of of commanding officers were easily distinguishable. The year 1895, saw the enactment of Civil Service Law for selection of personnel. In 1906, drinking places were closed for the first time on Election day while polling places were open. This action brought excellent results and has been the general practice through the ensuing years. This was a period of great depression and police stations were used for the distribution of food to the poor.

By the turn of the century, the days of the constables were far removed and law enforcement, through training and specialization, was becoming a profession. The horseless carriage made itself evident on the streets of Chicago by 1903, as over two hundred complaints of accidents were investigated by the police that year. In Staff Services the newly established Bureau of Records devised an improved system of form books and records to meet the needs of the increased activity of the growing patrol force. An up-to-date manual of Rules and Regulations was given to members of the Department and an Assistant General

Superintendent was given personal charge of the Recruit School. The police star adopted in 1903, remained the badge of office until 1955. The present official star is smaller in size than its predecessor and in keeping with the times, is modern in design.

On January 1, 1905, the Fingerprint System of identification was adopted and was soon to replace the Bertillon System established in 1884. 2,553 fingerprints were taken that year. The Chicago Police Department was among the first to make extensive use of photography in the solution of crimes, as photographers were assigned to the Murder Bureau established in 1905. In the Records Bureau a system of pawnshop records was used for the first time, to compare losses with goods passing through Pawn Shops.

To meet the needs of the congested Loop Area, a Mounted Force, comprised of forty men and horses was established in 1906. This same year members of the Police Department were given pistol firing practice under the direction of a drillmaster. There were only two targets available, but from this meager beginning the Department now has one of the finest Ranges in the area, located in the present Police Building at 1121 South State Street.

Motorization of the force began in 1908. That year, in his Annual Report to the Mayor, General Superintendent of Police G. S. Shippy wrote "Three autos of the finest construction were put into service". By 1915, vehicles of the Department numbered about fifty and they were completely motorized. During this period, the old Sentry Box passed from

the scene and call boxes were now placed on posts or pedestals. Traffic problems had reached such proportions as to require meetings searching for a solution to the situation.

A reorganization ordinance in 1913, designated that the Superintendent, Captains, Lieutenants, Sergeants and Patrolmen be called "Policemen" and should constitute the police force of the City of Chicago. This same year, the Park Civil Service Law was enacted, designating the Park District Police as separate from that of the city.

With the shortage of available manpower during World War I, a Chicago Police Reserve was organized by direction of the General Superintendent of Police. This Reserve, used at parades and less dangerous assignments, was de-activated shortly after the war years.

It was during World War I that people became conscious of the term "Juvenile Delinquency". An order assigning Juvenile Officers to precinct stations in 1917, became the first of many activities leading to the creation of the present Crime Prevention Bureau. While the activities of juveniles have been an age old problem, they had not previously been aided by local governmental agencies through crime prevention programs. There were 16,995 cases investigated by men of the Juvenile Division in 1918.

Prior to September 25, 1921, police stations were called Precincts. Since that date, by departmental order, they have been called District Stations. At this time, departmental vehicles had identifying marks on top and sides and reported to their district stations every twenty minutes.

To alleviate the flow of traffic in congested areas, 280 electric signal lights were installed at 138 city intersections in 1925.

The installation of a Radio Communication System in 1929, was one of the most important achievements in Chicago Police Department history. The first broadcasts were made through local radio stations and because of the sensational results obtained through this medium, the Chicago Police Department's own radio broadcasting system was placed into operation August 9, 1930. A centralized reporting switchboard was installed in the Police Headquarters Building, to give centralized control of complaints and to facilitate the transfer of calls by complainants to patrolling squad cars by radio. In this first year of operation, there were 216.0 average calls per day, 34.8 arrests per day and the service was made available to 13 surrounding towns. The Central Complaint Room was the heart of the operation. Citizens calls were received over Police 1313. The Complaint Form was designed for use as a case history, showing both the complaint received and answer from the responding car.

The method of receiving calls from Police Patrol Call Boxes was changed in 1932. Switchboards were placed in six divisional headquarters, resulting in a saving of manpower. Previous to this time calls had been received in individual district stations. On July 1, 1931, the Police Department Crime Reporting System was revised in accord with the Uniform Crime Reporting System.

A high in motor vehicle deaths occurred in 1934, when 986 persons lost their lives in traffic accidents. The

combination of motorized horse power and increased motor vehicle registration had presented a major problem. This same year, nine Accident prevention cars were assigned to the Accident Prevention Bureau. This was an important step, directed toward reducing the high motor vehicle death toll through specialization. A Police Department sponsored Radio Program was aired every saturday morning, to better acquaint the people of the city with activities of the Department. This was the beginning of a Traffic Program that, through the years, was to show a reduction in motor vehicle deaths, while motor vehicle registration increased. There were 339 motor vehicle traffic deaths in Chicago, excluding the Park District, in 1955.

The Scientific Crime Detection Laboratory was established on August 1, 1938. While scientific crime detection methods had been used in the past, this was the origination of a unit of specialists assigned to specific duties. In 1940, the Scientific Crime Laboratory was moved to its present location in the Police Headquarters Building. Today the unit is operated on a twenty-four hour basis. Two mobile units have been added in addition to Microscopy, Document, Chemistry and Spectographic Laboratories.

By 1942, all District, Bureau and Accident Prevention Squads were equipped with two-way radio. This same year, in the interest of public service, thirty-nine squads were built in such a manner that they could be converted to emergency ambulances. In 1947, another forward step was taken when these special squads were replaced by a modern ambulance and prisoner wagon, called a Squadrol.

The year 1948, saw the introduction

of an Immediate Emergency Plan. This Plan entailed the use of radio-equipped motorized units from various districts for the immediate control of an emergency.

A new Traffic Enforcement Plan was also placed in operation in 1948. Since that time, the Traffic Division has been functioning as a separate unit, with headquarters at Navy Pier. This was another step in an unending effort by the Chicago Police Department to make teaming metropolis a safer place to live, through their constant program of education and modernization.

The Bureau of Identification, the Crime Prevention Bureau and Scientific Crime Detection Laboratory, in their infancy were looked on as experiments. Today, they are important functions of the Department. The use of Records and Statistical Charts, make it possible to determine trends in any phase of crime or traffic and plans can be formulated before a minor problem becomes a major crisis.

When the many police reports accumulated over the years became a problem, the Records and Communications Section began microfilming records that dated back to 1915. Through this medium, thousands of square feet of floor space were made available for present day activities.

A Telephoto type of communication was installed in the Bureau of Identification in 1951. With this equipment it is possible to transmit complete messages consisting of photographs, fingerprints and pertinent information to other police departments having similar installations. In case of telephone line failure, the system is adaptable to radio transmission.

An In-Service Training Program for Department personnel was instituted at Wright and Wilson Junior College in 1951. Other men had also been selected to attend the Northwestern University Traffic School. In addition, officers in the Department have attended the Federal Bureau of Investigation National Academy in Washington D. C. since 1948.

The Walkie-Talkie Telephone was used extensively at the National Conventions in 1952, for point to point communication on intersectional control. Another innovation put in service at this time was the two-way car to car communication, used in handling large groups of people.

On June 9, 1952, a point to point radio telephone system was instituted, permitting contact with nearby suburban, county and state police.

During the year 1954, Women Crossing Guards were assigned to replace police officers at school crossings, thus releasing men for other duties. Radar was used for the first time to aid in traffic control and in making surveys of high accident locations.

Commanding Officer and Juvenile Officer Seminars have been held and many of the outstanding educators in the country took part in this instructional Program.

An efficient police Department is dependent on a well balanced training program for its personnel. To this end The Police Training Division had made extensive use of modern audio-visual training for recruits and in-training for personnel. In addition to audio-visual material brought in from other

sources, training films are being made by members of the Department. These training films are being made of all activities in the Department and are used to acquaint men with actual traffic and crime problems in the city.

In the early part of 1956, the Traffic Division began the transfer of administrative personnel and equipment from Navy Pier to new quarters at 320 N. Clark Street. The building at this new location has been completely renovated and is occupied in part by the Traffic Branch of the Municipal Court.

The first official Public Relations Director in the history of the Chicago Police Department was appointed June 18, 1956. This newly created post was established to aid in keeping the Chicago citizenry informed about Chicago Police Department operations and services.

Another first in this "Historical Revue" of Chicago Police Department history occurred on June 28, 1956, when Policewomen were designated a uniform to be worn in the performance of their duties.

The present population of the City of Chicago is an estimated 4,000,000 persons, spread out over an area of 213.6 square miles. To illustrate the tremendous volume of work handled by the Chicago Police Department, the following figures are taken from the 1955 Annual Report:

1,088,657 photos and 2,050,558 fingerprints now on file in the Bureau of Identification. There were 912,505 motor vehicles registered in Chicago with 91,152 reported accidents. The efficiency of the Traffic Program is evident in the 339 traffic deaths as compared to

the 986 in 1934. 1,085,358 calls were received by the Central Complaint Room and there were 694,446 broadcasts. There were 198,012 arrests made by members of the Department and recorded in the Records and Communications Section. Not all work done by the Chicago Police Department is crime and traffic. In 1955, 86,440 destitute, homeless, lost, sick, injured and feeble persons were aided by the police. From the days of the first horse drawn patrol wagon in 1881, the Department has grown to a motorized force comprising 961 vehicles.

The Chicago Police Department received the 1954 National Safety Council's Traffic Award, placing first among cities having more than 1,000,000 population.

This is the story of the Chicago Police Department. Its inspirational and progressive history could not have been written without men who served with dignity and devotion. The stars of many of these men are encased in the Commissioner's Office, preserved in memory, for they gave their lives in the service of the Department and the citizens of our great city.

Material for "Facts" and Historical Data  
by Patrolman Raymond Jemiola, under the  
direction of Lt. Edward C. Erickson,  
Director, Records & Communications Sec.

For reprint permission, write

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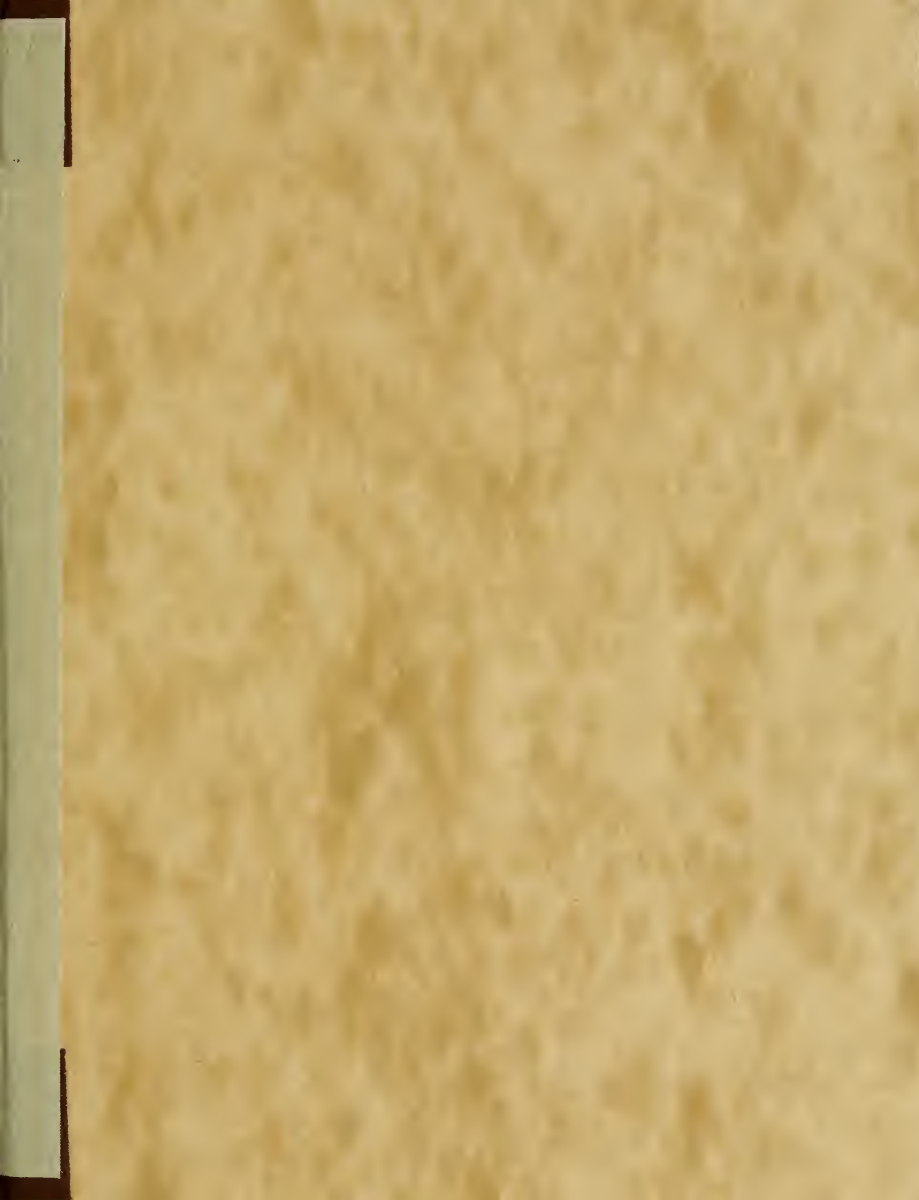
August 17, 1956











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